Washington State
Transportation Commission

# Roads, Bridges and Mobility

## The potential of tolls in our transportation future.

# Welcome

## Hear and Be Heard!

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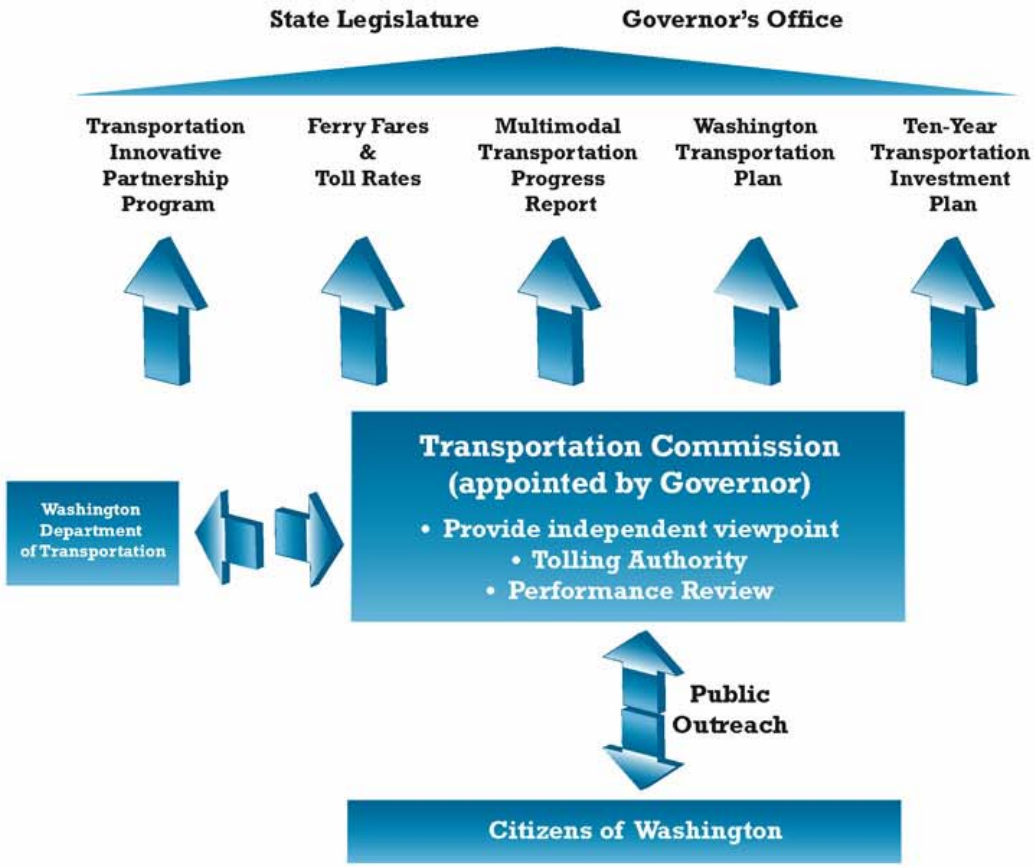
# About the Transportation Commission

## The Role of the Commission




## Why the tolling study?

**The State Legislature charged the Washington State Transportation Commission with evaluating if, when and how to use tolling in the State of Washington.**

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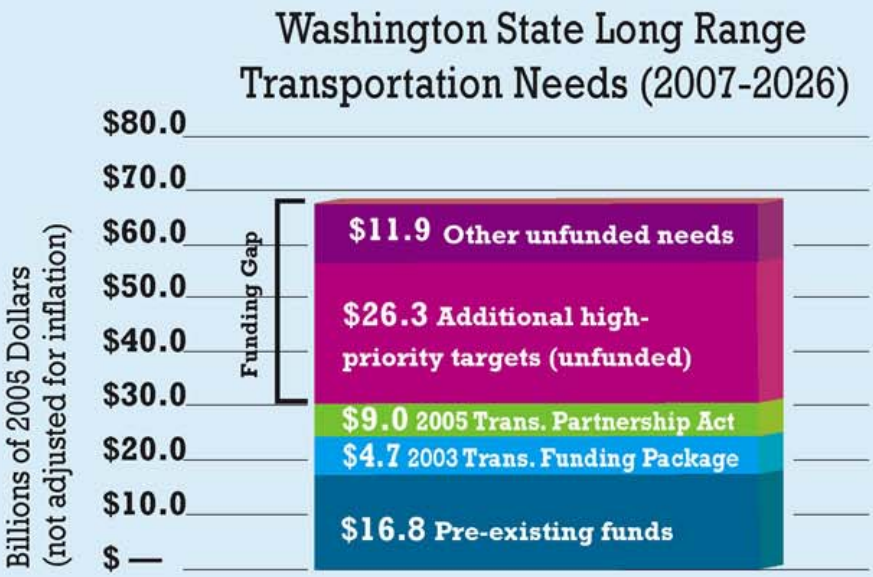
# Why Toll?

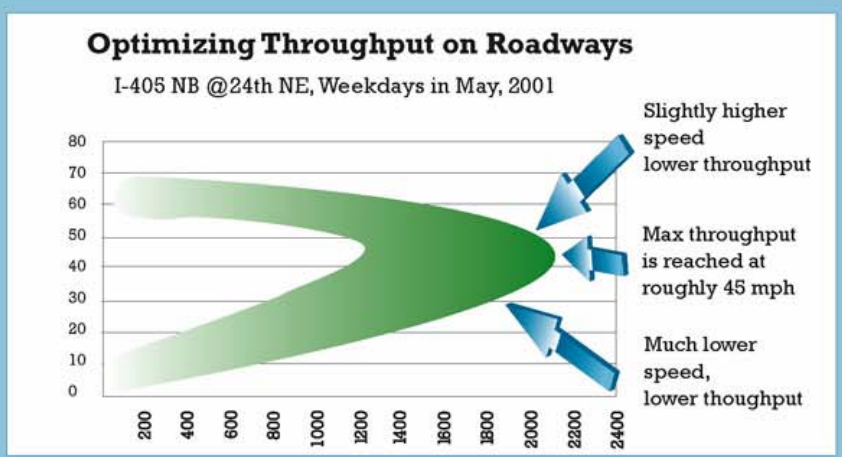
## Funding Gap: 38.2 Billion




**We pay for the congestion in stress, frustration, and higher-cost goods.**

## System Efficiency

**Congestion reduces the efficiency of our system.**



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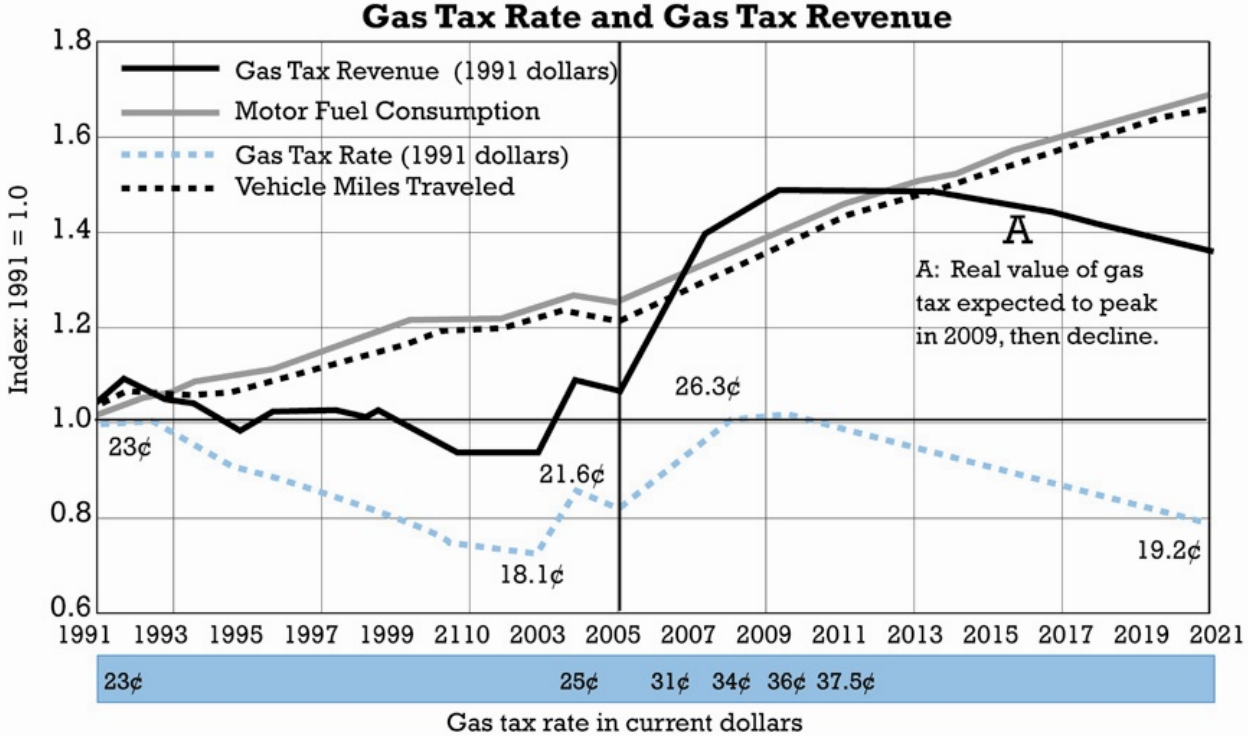
# Why Not Raise Taxes?

- **Gas Tax does not keep up with inflation and improved fuel economy**
- **People prefer a "user pays" scenario to a tax increase.**
- **People tell us tolls make sense for high-cost projects.**
- **Tolling can help optimize traffic flow.**

**Growth Comparison of Vehicle Miles Traveled, Motor Fuel Consumption, Gas Tax Rate and Gas Tax Revenue**




**It costs more to collect tolls than taxes, but over time taxes won't be able to provide the needed funds. Also, taxes can't address system efficiency objectives the way tolls do.**

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# Comprehensive Tolling Study

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# Washington's History of Toll Bridges

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# Washington's Tolling History: Building Bridges

| Bridge | Tolling Period | Toll When first implemented | Toll Adjusted for Inflation to 2005 prices |
|---|---|---|---|
| Longview (SR 433) | 1930-1965 | $2.00 | $23.74 |
| Tacoma Narrows Bridge (SR 16) (First Bridge) | 1940 (collapsed) | $1.10 | $15.57 |
| Lacey V. Murrow Memorial Bridge (I-90) | 1940-1949 | $0.50 | $7.08 |
| Agate Pass Toll Bridge (SR 305) | 1950-1951 | $0.50 | $4.11 |
| Tacoma Narrows Bridge (SR 16) (Second Bridge) | 1950-1965 | $1.10 | $9.05 |
| Fox Island Bridge (SR 303) | 1954-1965 | $0.75 | $5.53 |
| Port Washington Narrows Bridge (SR 303) | 1958-1972 | $0.20 | $1.37 |
| Spokane River Bridges (SR 2/SR 395) | 1958-1990 | $0.40 | $2.74 |
| Vancouver/Portland Bridge (I-5) | 1960-1966 | $0.40 | $2.68 |
| Hood Canal Bridge (SR 104) (First Bridge) | 1961-1979 | $2.60 | $17.23 |
| Biggs Rapids Bridge (US 97) | 1962-1975 | $2.00 | $13.13 |
| Evergreen Point Bridge (SR 520) | 1963-1979 | $0.70 | $4.53 |
| Vernita Toll Bridge (SR 24) | 1965-1976 | $1.50 | $9.44 |
| Hood Canal Bridge (SR 104) (Second Bridge) | 1982-1985 | $5.00 | $10.27 |
| Tacoma Narrows Bridge (SR 16) (Third Bridge) | 2007- | $3.00 | $3.00 |

**In addition to these toll bridges, Washington has had tolls on its ferries since the early 1900s.**

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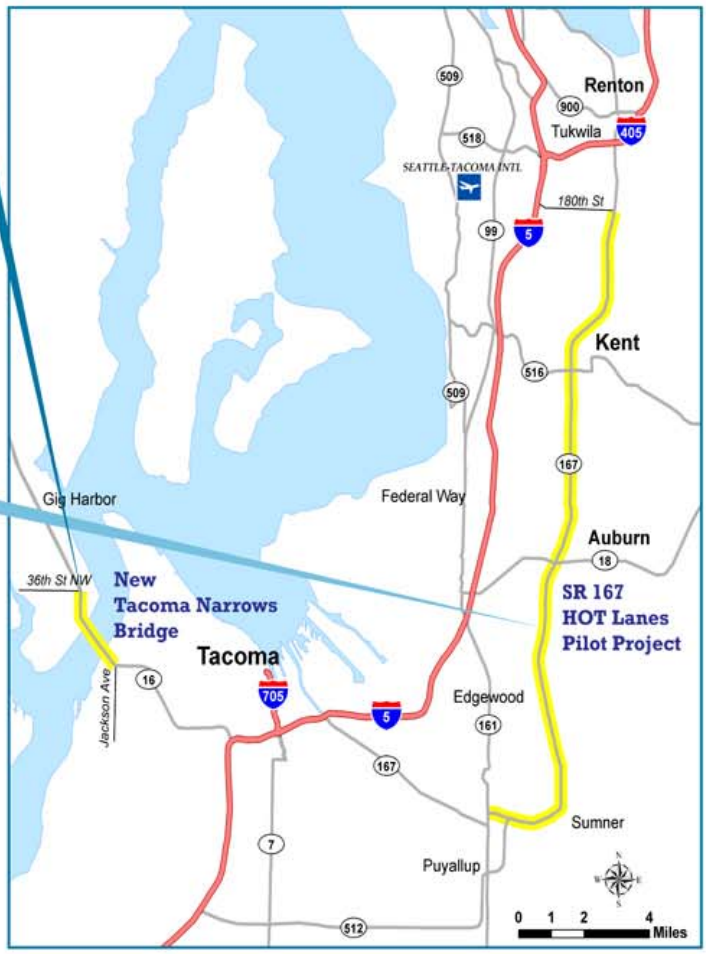
# Current Washington Toll Projects

## (Revenue and Congestion Management)

**Tacoma Narrows Bridge**
In summer 2007 a new toll bridge on State Route 16 will open. Tolls will be collected with Good To Go! – Washington's new, convenient, electronic toll collection program that allows drivers to use the new bridge span without stopping.

**SR 167 HOT Lanes Pilot Project**
This project will allow solo drivers to use the existing car-pool lane for a toll, when there is available space in the lane. By managing when and how solo drivers can use the HOT Lane, the lane will be used more efficiently and about 13% more people will move through the corridor using the existing lanes.



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# This Ain't Your Grandfather's Toll Road

## What is modern tolling?

- **Electronic toll collection opens new opportunities:**
  - **No more stopping at toll booths**
  - **Pricing by time of day or congestion level to optimize the system**
- **Electronic tolling offers:**
  - **Increased reliability**
  - **Increased roadway and transit speeds**
  - **Moving more people and goods**

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# Good To Go!

# Washington's non-stop electronic toll collection system.

- **Interoperability will allow drivers to use any toll facility in the State using the same transponder.**

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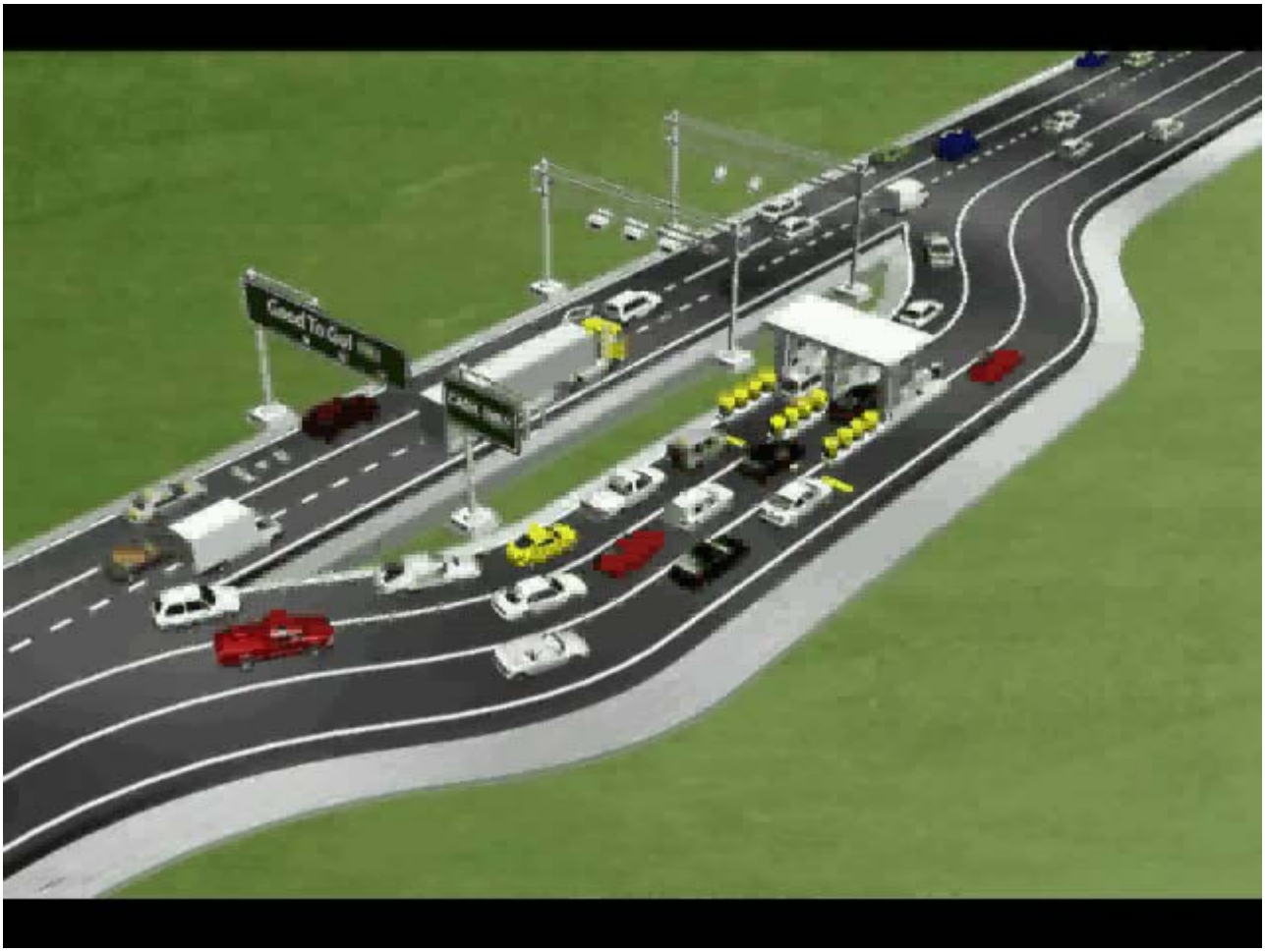

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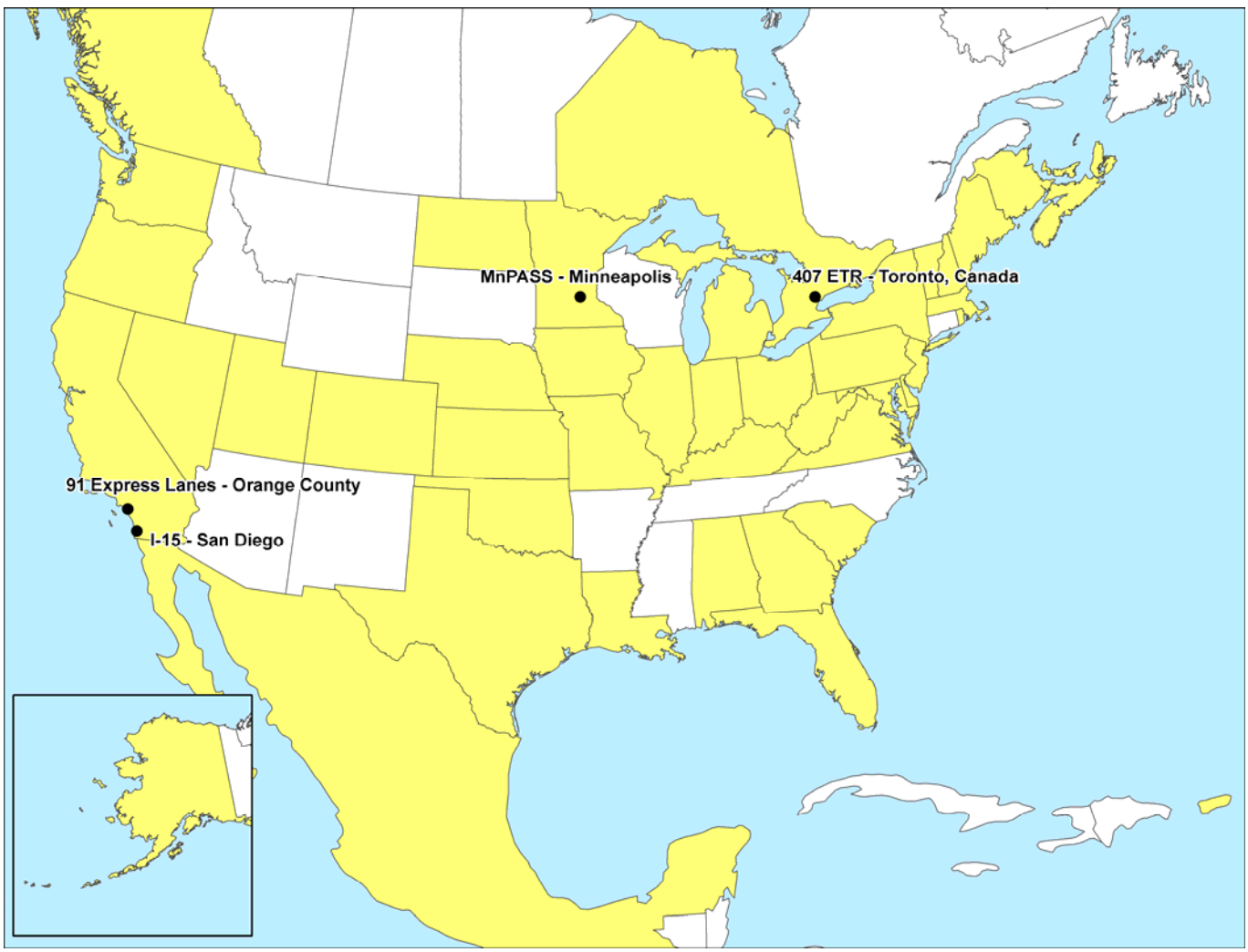
# Tolling Around North America

**Not every tolling application has been a success, but there have been many. We've looked at the good and the bad, and learned from them all.**




States, provinces and commonwealths highlighted in yellow have toll facilities. (Does not include ferries.)

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# I-15—San Diego, California

In San Diego, the existing eight-mile reversible carpool lane in the median of I-15 was opened up to single occupant vehicles willing to pay a toll in 1997. Carpoolers, motorcycles and transit riders continue to use these HOV lanes for free. The price changes dynamically to ensure that the express lane stays congestion free, and some of the revenue is used to fund improved transit service in the corridor.

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# 407 ETR—Toronto, Canada

The 407 Express Toll Route (ETR) in Toronto, Canada, is the world's first all-electronic, open-access toll highway. It is a 67-mile facility that allows traffic to bypass Highway 401, the main highway through Toronto.

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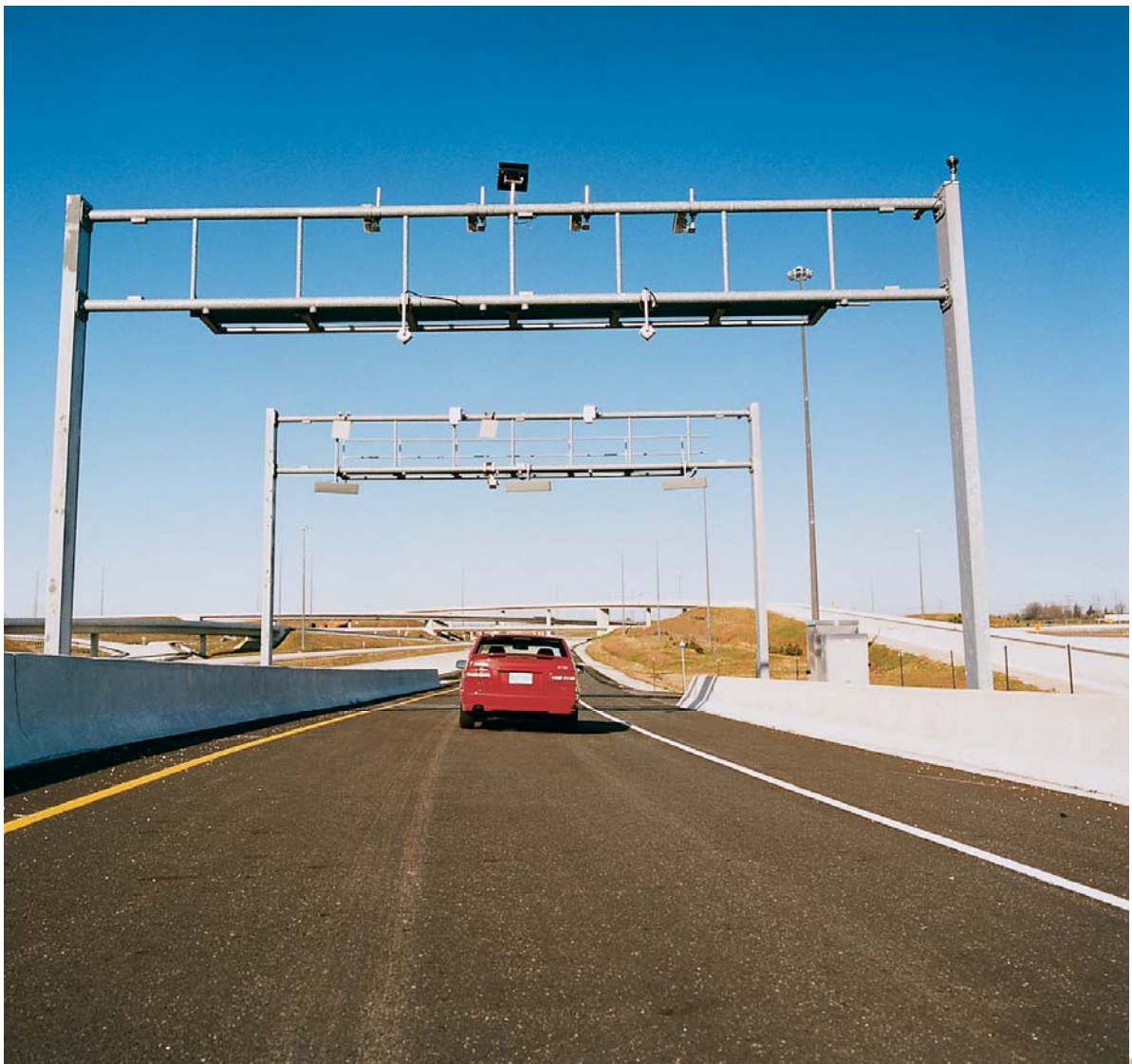

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# MnPASS—Minneapolis, Minnesota

Since May 2005, Minneapolis drivers along I-394 have had a fast, reliable trip from the western suburbs into downtown Minneapolis by using an 11-mile conversion of an HOV lane to an HOT lane known as the MnPASS 394 Express Lanes.

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# 91 Express Lanes
# Orange County, California

The 91 Express Lanes is a four-lane, 10-mile toll road built in the median of California's Riverside Freeway. The prices vary by time of day and day of week based on historical patterns, aired at keeping the lanes free-flowing.

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# Policy Recommendation #1

Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of transportation funding. That policy should evolve over time:

| | |
|---|---|
| **Short Term (within 10 years)** | • Accelerate implementation of high-cost/high-need projects such as SR 520, Columbia River Crossing at Vancouver, and Snoqualmie Pass.<br>• Use price differentials as appropriate to make most effective use of the system.<br>• Convert HOV lanes to HOV/tolled express lanes to optimize performance and maintain free-flowing service for transit, vanpools and carpools. |
| **Medium Term (within 20 years)** | Consider potential for building additional capacity as tolled express lanes through more extensive study of long-term costs and benefits.<br><br>Consider broader use of tolling to optimize system performance. |
| **Long Term (beyond 20 years)** | Consider more extensive use of tolls as the ability to build more capacity is constrained, traditional revenue sources decline, and technology advances. |

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# Policy Recommendation #2

**Tolling should be used when it can be demonstrated to:**

- Contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources; and/or
- Optimize system performance, such as with an HOV/Tolled Express lane.

**Such tolling should in all cases:**

- Be fairly and equitably applied in the context of the statewide transportation system.
- Not have significant adverse impacts through diversion of traffic to other routes.

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# Policy Recommendation #3

Toll revenue should be used only to improve, maintain or operate the transportation system.

# Policy Recommendation #4

Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.

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# Policy Recommendation #5

Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.

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# Policy Recommendation #6

Following broad statutory direction, the Washington State Transportation Commission, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.

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# Policy Recommendation #7

The Washington State Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the State.

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# Policy Recommendation #8

Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollboths wherever possible.

# Interoperability

**One gizmo, one statement, one number for customer service.**

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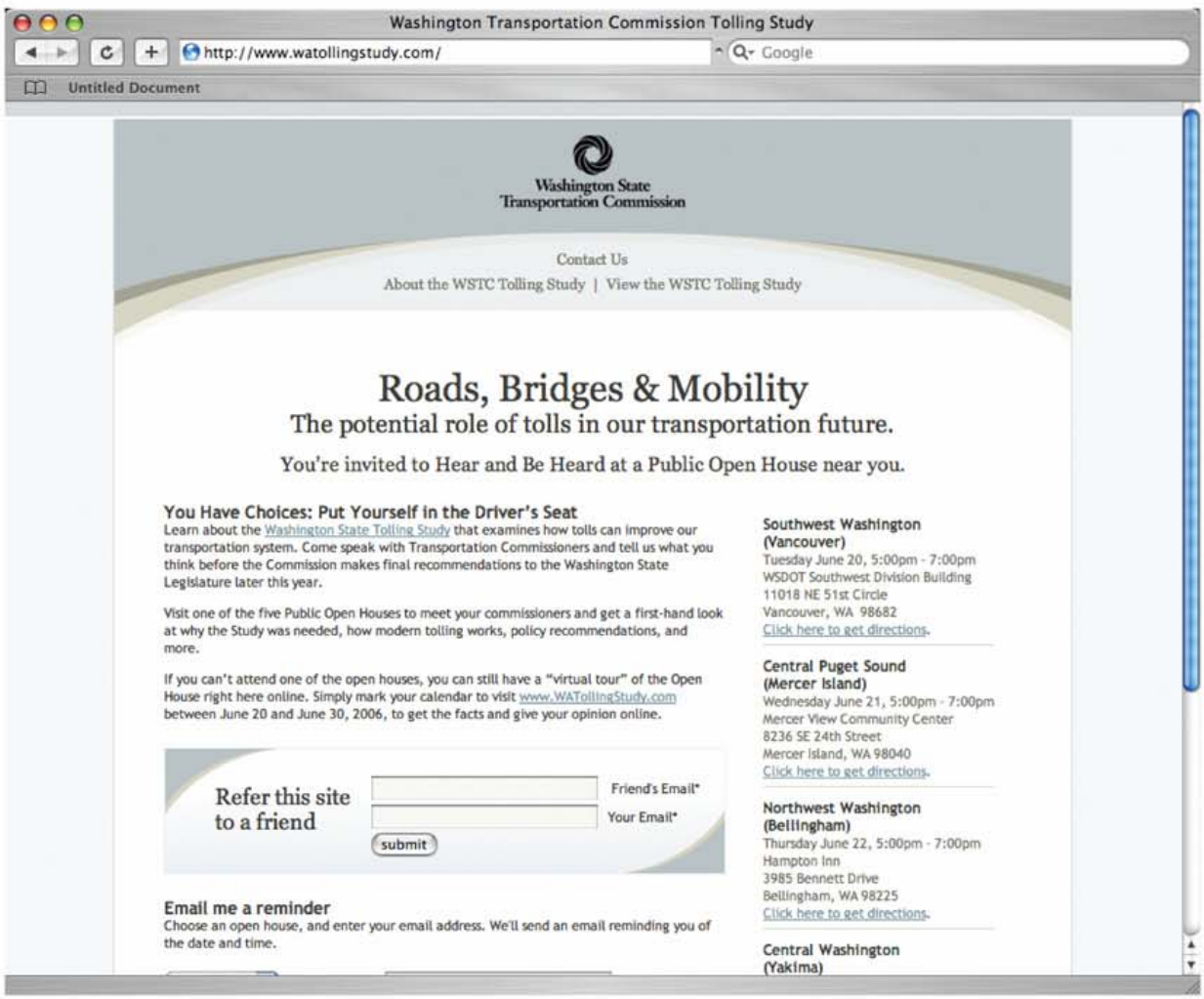
# Be Heard Here!

## Now that you have learned about the results of the tolling study, tell us what you think.

## Please fill out our survey.

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